Edition for Europe

per English Mail.

The Standard

AND RIVER PLATE NEWS

540—SECOND YEAR. BUENOS AYRES, SUNDAY, OCTOBER 25, 1868. PRICE—TWO DOLLARS.

MAUA BANK

Calle Cangallo No. 101—103

Interest for the current month.

IN ACCOUNT CURRENT, SPECIE.
For balances in our favor 12p.%
For balances in favor of customers 9p.%

IN ACCOUNT CURRENT, PAPER MONEY.
For balances in our favor 12p.%
For balances in favor of customers 8p.%

Deposits for a fixed term in specie or currency, at conventional interest.

Buenos Ayres, Oct. 1, 1868.

P. P. MAUA & Co.

William Leslie.

Maua Bank.

Calle Cangallo Nos. 101 & 103.

The offices of this bank having been removed to the above spacious building, in order to suit the increasing flow of business, the public is informed that the following transactions are carried on in *currency* and *specie* in this Bank.

1st Bills and obligations with good signatures are discounted on conventional terms.

2nd Money is advanced on mercantile and other securities approved of by the Manager.

3rd. Accounts-current are opened with merchants or other parties who may prefer, depositing endorsed and transferable securities, against which they may draw up to an amount previously convened under conditions established for such class of operations.

4th Money is received in *account current* bearing interest from day of deposit which is accumulated in favor of the parties every *three* months, the depositors being allowed to retire at any time by means of *cheques* apart or the full amount at their wish, save when the quantity exceeds three hundred doubloons or one hundred thousand dollars currency," in which case 48 hours previous notice is required to be given at the Treasury of the Bank.

5th Bills or letters of credit are drawn and taken on Montevideo, Rosario, Sta. Fé, Salto Oriental, Paysandú, Rio Janeiro and other places in the Brazils, England and France, as also on other places of which notice will be given hereafter.

7th Finally the bank, undertakes & executes all legitimate transactions within the orbit of banking operations.

The establishment is always open from 9 A. M. till 4 P. M.

Buenos Ayres, Oct 29 1868.

P. P. *Mauá & Co.*

WILLIAM LESLIE.

Independent Order of Odd Fellows.

MANCHESTER UNITY.

A Branch Lodge (the Five Jot Plate, No. 8148) of the above Friendly Society has been established in the City. Any person requiring information relating to the same, can apply to

107, CALLE MORENO.

JOHN J. DOWNING, Secretary.

8 3. 3 m

THE QUEEN FIRE AND LIFE INSURANCE COMPANY,

CAPITAL—£1,000,000.

Chief Office,

QUEEN INSURANCE BUILDINGS LIVERPOOL

Agents for Buenos Ayres, Montevideo, and the River Plate,

Barbour, Barclay, and Co

CALLE CHACABUCO, 19.

Sept. 20.

New Grocery Store.

55—CALLE DEFENSA—55

The undersigned respectfully informs his town and country friends that he has just opened a wholesale and retail Grocery Store, where every article of the trade will be found, of superior quality, and at the very lowest city price. He begs to direct particular attention to secure the kind patronage of the public. Goods delivered in the Plaza free of charge.

GEORGE ANDERSON,

55—CALLE DEFENSA—55

(In front of San Roque)

Buenos Ayres.

o 6 x

Northern Railway.

The Offices of the Administration have been removed to

PASEO JULIO, No. 4. O 23 p.

London, Buenos Ayres and River Plate Bank

(Limited)

80 CALLE DE LA PIEDAD 80.

Capital £500,000 Sterling.

The rates of Interest till further notice, will be as follows, for both Specie and Currency.

IN ACCOUNT CURRENT.

Allowed ... 3 p.%

Charged ... 12 p.%

FIXED DEPOSITS.

Of not less than Thirty days 8 p.%

Notice is hereby given that on and after the 16th of October next, Interest in Account Current will only be allowed on the MINIMUM MONTHLY BALANCE, instead of on the Daily balances as hitherto.

J. H. GREEN.

Manager.

Buenos Ayres 30th Sept. 1868.

Rams! Rams!! Rams!!!

Parties requiring Rams of the best breeds and in excellent condition, can obtain same at reasonable prices by applying at the estancia de Santa Clara del Corral-lo, campo de Flin, partido de Ajó.

The breeds are Rambouillet crossed with Electorales, and Rambouillet crossed with first class meatless.

River Plate Directory. 1868.

This Publication will be found an excellent medium for advertising, circulating 1000 copies in these Republics and in Gree, Britain. Insertions from $50 upwards at $200 per page.

La Zingara.

A sufficient time having elapsed since the publication of my Notice calling upon all Parties owing Passage money to the "La Zingara," I shall be obliged, with regret, to take judicial measures, which will prove expensive to the parties indebted.

G. WILKS,

No. 7 Calle Mayo.

o 16 m

Cloaks.

Jackets, Mantles, &c, for Ladies, Misses, and Children, in Grenadines, Gauze, Lama, Lustres, &c.

Opera Cloaks for Ladies.

Carolina Pocket Handkerchiefs trimmed with real Lace.

Shetland Shawls in various colours, received per "Norway," and will be ready for inspection on and after Monday next, 19th inst.

English Draper Establishment.

61 CORRIENTES, 61.

19 p o 16

English Carpenters.

The undersigned beg leave to inform their Friends and the Public that they have newly opened a Carpenter's Shop, where all Orders for that line will be promptly attended to. Also Repairing and Re-Polishing Furniture.

WALDEN & HAZELL.

No. 91 CALLE BALCARCE.

o 16 9

Important Notice !!!

The undersigned begs to advise the Estancieros, and others of the state that after an unavoidable delay of 18 months, he has received a fresh invoice of the celebrated SOUTH DOWN SHEEP WASH of PURE EXTRACT OF TOBACCO, the most popular and effectual remedy for the scab, now in use, or used in this country. For sale wholesale and retail at

Messrs BARRY and WALKER'S,

Corner of Calle Defensa and Piedad

Also, S. Brown's Bolle Agent.

The S. Down Sheep Wash,

A SURE CURE FOR THE SCAB IN SHEEP.

No Sheep-Farmer should be without it

The valuable preparation which is now used by nearly all the most prominent of this country, is the concentrated extract, one pound of which is equal to ten pounds of tobacco, retaining in the compact form all the properties of the raw material. Two only have required to be added to wash ready for use, is, to stir the paste into the quantity of cold water, needed for the number of sheep to be washed.

The most satisfactory recommendations of its perfect safety, simplicity and utility from the principal Estancieros of this country may be had on application at the above establishment.

o 20

Electricity.

Electrical apparatus of all kinds.

Electric Bells

for Hotels, offices, private houses &c.

Electric Telegraph.

25 CALLE ESMERALDA. 25

3 p O 21

Prussian Flag.

Wanted one at WILD & URIEN'S office, 89 Esmeralda.

o 21

Coal-wanted.

An intelligent man for weighing coal on board, seeks to employment. Apply 89 Esmeralda. O 23 p.

IRELAND.

DRAFTS PAYABLE AT ANY OF THE UNDERMENTIONED BRANCHES OF

NATIONAL BANK.

CAN BE OBTAINED FROM

WANKLYN & Co.

No. 98, Calle de San Martin.

Athlone, Limerick
Ballina, Limerick Junction
Ballymena, Lisburn
Belfast, Londonderry
Boyle, Lurgan
Carlow, Monaghan
Carrickmacross, Moate
Castlebar, Mullingar
Castlerea, Navan
Cavan, Newry
Clonmel, Parsonstown
Coleraine, Portadown
Cork, Portaferry
Derry, Portarlington
Donegal, Portumna
Downpatrick, Roscommon
Drogheda, Skibbereen
Dublin, Sligo
Dungannon, Strabane
Ennis, Thurles
Enniscorthy, Tipperary
Fermoy, Tralee
Galway, Tuam
Gorey, Warrenpoint
Kilkenny, Waterford
Killarney, Westport
Kilrush, Wexford
Kingstown, Youghal

o 16

Sewing Machine.

Just received, an assortment suitable for all kinds of Manufacturing and Family purposes. Time will be given and terms moderate prices than any yet introduced.

CALLE VENEZUELA 204.

JOHN SHAW

FOR SALE,

RAMS AND BORREGAS.

Parties wishing to select some excellent Rams and Ewe Breeding Ewes of all breeds favored in this country, can inspect the best flocks at Mr. Patrick Boulay's SANTA CATALINA, only a few leagues from town.

Apply for full particulars, Calle Bolivar, No 268. o 3. 16

Tratado sobre.

CULTIVO DE ALGODON.

(con 21 laminas) precio $ 3 mp.

Se da gratis á las señoras, que desearen experimentar en esta industria.

No hay mas que 150 ejemplares.

Redaccion del "Standard" 72 y 74 Bolivar grano.

Briton and Medical General (Incorporated with the Unity General.)

Life Assurance association chief offices West street London w. Capital 3 00 000 6000 sterling. Propositions for life assurance are received and immediate attention paid to the same. Prospectuses of rates and other particulars will be furnished on application to the company's agent in this city.

George Wilks

—7 Calle Mayo 7—

Steam Engines for Sale

Gas Engine, 3 horse power, Engine and Boiler, 6 horse power, Engine and Boiler, 10 horse power, Engine and Boiler, 12 horse power, Engine and Boiler, 20 horse power, Engine and Boiler, 30 horse power, Engine and Boiler, 40 horse power, Engine and Boiler, 50 horse power, Engine and Boiler, 60 horse power, Engine and Boiler, 70 horse power, Engine and Boiler, 80 horse power, Engine and Boiler, 100 horse power, Engine and Boiler, 120 horse power, Engine and Boiler, 150 horse power, Engine and Boiler, 200 horse power, Engine and Boiler, 250 horse power, Engine and Boiler, 300 horse power, Engine and Boiler, 400 horse power, Engine and Boiler, 500 horse power, Engine and Boiler, 600 horse power, Engine and Boiler, 700 horse power, Engine and Boiler, 800 horse power, Engine and Boiler, 900 horse power, Engine and Boiler, 1000 horse power, Engine and Boiler, 1200 horse power, Engine and Boiler, 1500 horse power, Engine and Boiler, 2000 horse power, Engine and Boiler, 2500 horse power, Engine and Boiler, 3000 horse power, Engine and Boiler, 4000 horse power, Engine and Boiler, 5000 horse power, Engine and Boiler, 6000 horse power, Engine and Boiler, 7000 horse power, Engine and Boiler, 8000 horse power, Engine and Boiler, 9000 horse power, Engine and Boiler, 10000 horse power, Engine and Boiler, 12000 horse power, Engine and Boiler, 15000 horse power, Engine and Boiler, 20000 horse power, Engine and Boiler, 25000 horse power, Engine and Boiler, 30000 horse power, Engine and Boiler, 40000 horse power, Engine and Boiler, 50000 horse power, Engine and Boiler, 60000 horse power, Engine and Boiler, 70000 horse power, Engine and Boiler, 80000 horse power, Engine and Boiler, 90000 horse power, Engine and Boiler, 100000 horse power, Engine and Boiler, 120000 horse power, Engine and Boiler, 150000 horse power, Engine and Boiler, 200000 horse power, Engine and Boiler, 250000 horse power, Engine and Boiler, 300000 horse power, Engine and Boiler, 400000 horse power, Engine and Boiler, 500000 horse power, Engine and Boiler, 600000 horse power, Engine and Boiler, 700000 horse power, Engine and Boiler, 800000 horse power, Engine and Boiler, 900000 horse power, Engine and Boiler, 1000000 horse power, Engine and Boiler, 1200000 horse power, Engine and Boiler, 1500000 horse power, Engine and Boiler, 2000000 horse power, Engine and Boiler, 2500000 horse power, Engine and Boiler, 3000000 horse power, Engine and Boiler, 4000000 horse power, Engine and Boiler, 5000000 horse power, Engine and Boiler, 6000000 horse power, Engine and Boiler, 7000000 horse power, Engine and Boiler, 8000000 horse power, Engine and Boiler, 9000000 horse power, Engine and Boiler, 10000000 horse power, Engine and Boiler, 12000000 horse power, Engine and Boiler, 15000000 horse power, Engine and Boiler, 20000000 horse power, Engine and Boiler, 25000000 horse power, Engine and Boiler, 30000000 horse power, Engine and Boiler, 40000000 horse power, Engine and Boiler, 50000000 horse power, Engine and Boiler, 60000000 horse power, Engine and Boiler, 70000000 horse power, Engine and Boiler, 80000000 horse power, Engine and Boiler, 90000000 horse power, Engine and Boiler, 100000000 horse power, Engine and Boiler, 120000000 horse power, Engine and Boiler, 150000000 horse power, Engine and Boiler, 200000000 horse power, Engine and Boiler, 250000000 horse power, Engine and Boiler, 300000000 horse power, Engine and Boiler, 400000000 horse power, Engine and Boiler, 500000000 horse power, Engine and Boiler, 600000000 horse power, Engine and Boiler, 700000000 horse power, Engine and Boiler, 800000000 horse power, Engine and Boiler, 900000000 horse power, Engine and Boiler, 1000000000 horse power, Engine and Boiler, 1200000000 horse power, Engine and Boiler, 1500000000 horse power, Engine and Boiler, 2000000000 horse power, Engine and Boiler, 2500000000 horse power, Engine and Boiler, 3000000000 horse power, Engine and Boiler, 4000000000 horse power, Engine and Boiler, 5000000000 horse power, Engine and Boiler, 6000000000 horse power, Engine and Boiler, 7000000000 horse power, Engine and Boiler, 8000000000 horse power, Engine and Boiler, 9000000000 horse power, Engine and Boiler, 10000000000 horse power, Engine and Boiler, 12000000000 horse power, Engine and Boiler, 15000000000 horse power, Engine and Boiler, 20000000000 horse power, Engine and Boiler, 25000000000 horse power, Engine and Boiler, 30000000000 horse power, Engine and Boiler, 40000000000 horse power, Engine and Boiler, 50000000000 horse power, Engine and Boiler, 60000000000 horse power, Engine and Boiler, 70000000000 horse power, Engine and Boiler, 80000000000 horse power, Engine and Boiler, 90000000000 horse power, Engine and Boiler, 100000000000 horse power, Engine and Boiler, 120000000000 horse power, Engine and Boiler, 150000000000 horse power, Engine and Boiler, 200000000000 horse power, Engine and Boiler, 250000000000 horse power, Engine and Boiler, 300000000000 horse power, Engine and Boiler, 400000000000 horse power, Engine and Boiler, 500000000000 horse power, Engine and Boiler, 600000000000 horse power, Engine and Boiler, 700000000000 horse power, Engine and Boiler, 800000000000 horse power, Engine and Boiler, 900000000000 horse power, Engine and Boiler, 1000000000000 horse power, Engine and Boiler, 1200000000000 horse power, Engine and Boiler, 1500000000000 horse power, Engine and Boiler, 2000000000000 horse power, Engine and Boiler, 2500000000000 horse power, Engine and Boiler, 3000000000000 horse power, Engine and Boiler, 4000000000000 horse power, Engine and Boiler, 5000000000000 horse power, Engine and Boiler, 6000000000000 horse power, Engine and Boiler, 7000000000000 horse power, Engine and Boiler, 8000000000000 horse power, Engine and Boiler, 9000000000000 horse power, Engine and Boiler, 10000000000000 horse power, Engine and Boiler, 12000000000000 horse power, Engine and Boiler, 15000000000000 horse power, Engine and Boiler, 20000000000000 horse power, Engine and Boiler, 25000000000000 horse power, Engine and Boiler, 30000000000000 horse power, Engine and Boiler, 40000000000000 horse power, Engine and Boiler, 50000000000000 horse power, Engine and Boiler, 60000000000000 horse power, Engine and Boiler, 70000000000000 horse power, Engine and Boiler, 80000000000000 horse power, Engine and Boiler, 90000000000000 horse power, Engine and Boiler, 100000000000000 horse power, Engine and Boiler, 120000000000000 horse power, Engine and Boiler, 150000000000000 horse power, Engine and Boiler, 200000000000000 horse power, Engine and Boiler, 250000000000000 horse power, Engine and Boiler, 300000000000000 horse power, Engine and Boiler, 400000000000000 horse power, Engine and Boiler, 500000000000000 horse power, Engine and Boiler, 600000000000000 horse power, Engine and Boiler, 700000000000000 horse power, Engine and Boiler, 800000000000000 horse power, Engine and Boiler, 900000000000000 horse power, Engine and Boiler, 1000000000000000 horse power, Engine and Boiler, 1200000000000000 horse power, Engine and Boiler, 1500000000000000 horse power, Engine and Boiler, 2000000000000000 horse power, Engine and Boiler, 2500000000000000 horse power, Engine and Boiler, 3000000000000000 horse power, Engine and Boiler, 4000000000000000 horse power, Engine and Boiler, 5000000000000000 horse power, Engine and Boiler, 6000000000000000 horse power, Engine and Boiler, 7000000000000000 horse power, Engine and Boiler, 8000000000000000 horse power, Engine and Boiler, 9000000000000000 horse power, Engine and Boiler, 10000000000000000 horse power, Engine and Boiler, 12000000000000000 horse power, Engine and Boiler, 15000000000000000 horse power, Engine and Boiler, 20000000000000000 horse power, Engine and Boiler, 25000000000000000 horse power, Engine and Boiler, 30000000000000000 horse power, Engine and Boiler, 40000000000000000 horse power, Engine and Boiler, 50000000000000000 horse power, Engine and Boiler, 60000000000000000 horse power, Engine and Boiler, 70000000000000000 horse power, Engine and Boiler, 80000000000000000 horse power, Engine and Boiler, 90000000000000000 horse power, Engine and Boiler, 100000000000000000 horse power, Engine and Boiler, 120000000000000000 horse power, Engine and Boiler, 150000000000000000 horse power, Engine and Boiler, 200000000000000000 horse power, Engine and Boiler, 250000000000000000 horse power, Engine and Boiler, 300000000000000000 horse power, Engine and Boiler, 400000000000000000 horse power, Engine and Boiler, 500000000000000000 horse power, Engine and Boiler, 600000000000000000 horse power, Engine and Boiler, 700000000000000000 horse power, Engine and Boiler, 800000000000000000 horse power, Engine and Boiler, 900000000000000000 horse power, Engine and Boiler, 1000000000000000000 horse power, Engine and Boiler, 1200000000000000000 horse power, Engine and Boiler, 1500000000000000000 horse power, Engine and Boiler, 2000000000000000000 horse power, Engine and Boiler, 2500000000000000000 horse power, Engine and Boiler, 3000000000000000000 horse power, Engine and Boiler, 4000000000000000000 horse power, Engine and Boiler, 5000000000000000000 horse power, Engine and Boiler, 6000000000000000000 horse power, Engine and Boiler, 7000000000000000000 horse power, Engine and Boiler, 8000000000000000000 horse power, Engine and Boiler, 9000000000000000000 horse power, Engine and Boiler, 10000000000000000000 horse power, Engine and Boiler, 12000000000000000000 horse power, Engine and Boiler, 15000000000000000000 horse power, Engine and Boiler, 20000000000000000000 horse power, Engine and Boiler, 25000000000000000000 horse power, Engine and Boiler, 30000000000000000000 horse power, Engine and Boiler, 40000000000000000000 horse power, Engine and Boiler, 50000000000000000000 horse power, Engine and Boiler, 60000000000000000000 horse power, Engine and Boiler, 70000000000000000000 horse power, Engine and Boiler, 80000000000000000000 horse power, Engine and Boiler, 90000000000000000000 horse power, Engine and Boiler, 100000000000000000000 horse power, Engine and Boiler, 120000000000000000000 horse power, Engine and Boiler, 150000000000000000000 horse power, Engine and Boiler, 200000000000000000000 horse power, Engine and Boiler, 250000000000000000000 horse power, Engine and Boiler, 300000000000000000000 horse power, Engine and Boiler, 400000000000000000000 horse power, Engine and Boiler, 500000000000000000000 horse power, Engine and Boiler, 600000000000000000000 horse power, Engine and Boiler, 700000000000000000000 horse power, Engine and Boiler, 800000000000000000000 horse power, Engine and Boiler, 900000000000000000000 horse power, Engine and Boiler, 1000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000 horse power, Engine and Boiler, 1500000000000000000000 horse power, Engine and Boiler, 2000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000 horse power, Engine and Boiler, 3000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000000000000000000 horse power, Engine and Boiler, 900000000000000000000000000000000000000000 horse power, Engine and Boiler, 1000000000000000000000000000000000000000000 horse power, Engine and Boiler, 1200000000000000000000000000000000000000000 horse power, Engine and Boiler, 1500000000000000000000000000000000000000000 horse power, Engine and Boiler, 2000000000000000000000000000000000000000000 horse power, Engine and Boiler, 2500000000000000000000000000000000000000000 horse power, Engine and Boiler, 3000000000000000000000000000000000000000000 horse power, Engine and Boiler, 4000000000000000000000000000000000000000000 horse power, Engine and Boiler, 5000000000000000000000000000000000000000000 horse power, Engine and Boiler, 6000000000000000000000000000000000000000000 horse power, Engine and Boiler, 7000000000000000000000000000000000000000000 horse power, Engine and Boiler, 8000000000000000000000000000000000000000000 horse power, Engine and Boiler, 9000000000000000000000000000000000000000000 horse power, Engine and Boiler, 10000000000000000000000000000000000000000000 horse power, Engine and Boiler, 12000000000000000000000000000000000000000000 horse power, Engine and Boiler, 15000000000000000000000000000000000000000000 horse power, Engine and Boiler, 20000000000000000000000000000000000000000000 horse power, Engine and Boiler, 25000000000000000000000000000000000000000000 horse power, Engine and Boiler, 30000000000000000000000000000000000000000000 horse power, Engine and Boiler, 40000000000000000000000000000000000000000000 horse power, Engine and Boiler, 50000000000000000000000000000000000000000000 horse power, Engine and Boiler, 60000000000000000000000000000000000000000000 horse power, Engine and Boiler, 70000000000000000000000000000000000000000000 horse power, Engine and Boiler, 80000000000000000000000000000000000000000000 horse power, Engine and Boiler, 90000000000000000000000000000000000000000000 horse power, Engine and Boiler, 100000000000000000000000000000000000000000000 horse power, Engine and Boiler, 120000000000000000000000000000000000000000000 horse power, Engine and Boiler, 150000000000000000000000000000000000000000000 horse power, Engine and Boiler, 200000000000000000000000000000000000000000000 horse power, Engine and Boiler, 250000000000000000000000000000000000000000000 horse power, Engine and Boiler, 300000000000000000000000000000000000000000000 horse power, Engine and Boiler, 400000000000000000000000000000000000000000000 horse power, Engine and Boiler, 500000000000000000000000000000000000000000000 horse power, Engine and Boiler, 600000000000000000000000000000000000000000000 horse power, Engine and Boiler, 700000000000000000000000000000000000000000000 horse power, Engine and Boiler, 800000000000000000000000000000000000000000000 horse power,

BULLION.	
Ounces sold	October 21.
Opening price	16484
Various dates	4 @ 4243
Saturday 31st Oct.	428 4274
At Intervals	4284 429
Closing price	4284

STEAMERS TO SAIL TO-DAY.

The *Paton* at 12 noon.

SUBSCRIPTION TO THE STANDARD

$20 PER MONTH.

ADVERTISEMENTS.

Not exceeding six lines inserted three times for $5.

TO CORRESPONDENTS.

No notice can be taken of anonymous communications Whatever is handed for insertion must be authenticated by the name and address of the writer; not necessarily for publication, but as a guarantee of good faith.

The Standard.

"*Nil fatui audeam nil veri non audeam dicere.*"—*Cicero.*

SUNDAY, OCTOBER 23, 1868.

OUR POLITICAL CHAPTER.

European readers in judging of reports from La Plata should almost consider Buenos Ayres and the upper provinces two distinct countries, so little is the one affected by the other's good or evil fortune. For instance, a formidable rebellion at present rules in the provinces of Salta, and yet we pay more attention to the siege of Cluny in town or war in Poland, than to the redoubtable Chacho. This hero of the Pampas, cujoying the title of Argentine Brigadier-general, and over whose head some four score winters have passed we said to have taken refuge in Bolivia, when suddenly he re appears with an army now set down at 1200 horse and foot. However our Government may wish to flatter itself, and our newspaper editors to annihilate the rebels, in their reports, the fact is that President Mitre is experiencing with the Chachoist in the Northern Government much the same with Flores, and if a pacific arrangement be not concluded the struggle will be interminable.

The other provinces suffer more or less from such a state of thing, some being obliged to send contingents of militia to the scene of disturbance, thus extending the evils of civil war, checking industry by the subtraction of so many of the rural population, and exposing the thinly Inhabited parts to the incursions of Indians. A few weeks ago the end men made a daring descent on San Luis, carrying off 200 white captives, along with all the fat cattle. The National Government seems struck with a strange apathy, and much indignation is wasted on a drunken brawl at Victoria (Entre Rios) and a paper revolution at Paraná by some excited gaucho officers, while our provinces are in a frightful condition, perfectly undefended, and congress deputies are preparing to hurry home as if nothing were the matter, leaving the Republic to cure itself,or be reduced to the brink of destruction, ere they again meet, in May 1869, to devise those wage measures which will elevate La Plata to greatness and prosperity.

Meantime, Buenos Ayres would seem more interested in the success of Oriental rebels, than in putting down those at home, if a province 1 00 miles distant can be really considered so. Our money market rises or falls with the tide of Flores' fortune; and it is generally admitted that this city would enter on a flourishing way, if the war in the outer republic were terminated.

We have some minor difficulties on hand: discontent has almost ripened into sedition in Entre Rios, a feeling of jealousy has sprung up here against Paraguay, and warlike menaces have been thrown out, the finances of the republic are unequal to the obligations, the evil of paper currency is now chronic and incurable, public confidence in General Mitre's government is slightly weakened, and people feel uneasy, without exactly knowing wherefore, as if some unforeseen misfortune were in store for us. But all these are passing clouds, which cast their shadow upon us without portending a storm, and the sudden variation of temperature, so characteristic of Buenos Ayres, gives us room to hope that everything will look bright again sooner than we expected.

At the beginning of this month, when the term of Congress drew to a close, there remained three-fourths of the business of the state to be postponed till next year. President Mitre wisely resolved, instead of extending the session to a fixed date, to express clearly to the Chambers that they could not dissolve until every bill before them was disposed of. Wonderful alacrity! In 20 days all the remaining measures were passed through both houses; the unfunded National Debt was submitted to a committee, for recognition; schools, roads, electric telegraphy were voted; foreign indemnity claims were ordered to be paid; a sum due to the British Admiralty, for sounding, was also allowed; a concession for chicken engines was ratified; the Federal Courts were finally established; the budget, in all its details voted, ending with a sum of $17 00 000 silver for the suppression of the Rioja revolt. In fine, the work of 18 months, on Argentine colonisation, was done in as many days, and our legislators, in another week, will have separated for the year 1 63. Flores by latest accounts was besieging Salto and Paysandu with a force represented to be 4,0 0

One of the Government names was losing time somewhere near the rural frontier, the other was disbanded. In this manner Pres. Berro's case looked very well over the inner world, and by spread through town yesterday that he had made terms with the filibusters.

INDUSTRIAL REVIEW.

The long-wished-for busy season has at last set in, the wool of the new clip is arriving daily, the country shop keepers are in town making purchases, the provincial dealers are coming down by every steamer, freights are going up, money is getting scarce, the demand for goods is improving, and paper currency has depreciated. Our foreign readers will learn with pleasure this prosperous state of things, which is unalloyed by any new revolution, or rebellion. Cholera is still at large, but as the National Government has signified its desire to grant the fellow the terms of peace which he proposed, all fears from that quarter have subsided.

Since the sailing of the French packet the penultimate section of the Buenos Ayres Northern Railway has been opened to the public, and notwithstanding the enormously high fares charged on Sundays and holidays, the trains are not only crowded, but utterly unable to accommodate the passengers. We mention this fact in the hopes that the directors at home will adopt measures to meet the requirements of their business. Indefatigable in their exertions to finish the road, the contractors, Messrs. Murray and Mills, have the earthworks almost into the very town of San Fernando, and the rails laid half way between San Isidro and that town. The business, which this company is doing, calls for our especial notice, and the great regret we have seconded on the score of the pre-cut stock of the company is held, or capable of being transf rred to Europe, where Henry Zimmerman is most unremitting in his exertions to advance the interests of the company, and a great deal of the present prosperous condition of the affairs of the company is due entirely to his untiring efforts.

Respecting the Central Argentine Railway, we are happy to say that, by the last returns from the province of Tucuman, 137 shares had been subscribed for From the other provinces we have not as yet received the exact returns, but we are credibly informed that the agents who have been entrusted with the collection of subscriptions in the provinces have been equally successful, and that the total subscription to this truly popular enterprise will considerably exceed the two millions which Mr. Wheelwright designated for Argentine stockholders. The fact that Mr. Brassy's name is connected with the road has increased considerably the confidence entertained as to the ultimate success of the scheme. The works are still progressing, and the agents of Mr. W. are also constructing a wharf in the city of Buenos.

Respecting the Buenos Ayres Great Southern Railway, we have little to remark. Mr. John Fair, one of the directors, has returned from a visit to England by this packet. People who preserve an interest in the success of the working of this railway and the interests of the company will suffer if intrusted to any save persons of the greatest commercial influence—not that we wish to insinuate that our worthy Consul, Mr. Parish, or our leading shipbroker, Mr. Green, is unworthy of the trust at present reposed in them, but that they are gentlemen who, although deservedly high in a mercantile point of view, are destitute of that influence which is so essential to the successful representation of the interests of foreign stockbrokers. We think we are justified in remarking that but for the interference of Mr. Thomas Armstrong, the difficulties which were presented by the Government would probably have caused the dissolution of the company.

Thanks to the kind exertions of the Cotton Supply Association, we have to announce that two additional freights of cotton-seed from New York, which arrived most opportunely, as our stock of seed was completely exhausted. Our friends in Rochester will soon learn with pleasure that in the provinces of Corrientes, Entre Rios, and Santa Fe, millions and millions of acres are lying waste at present over the earth, with every prospect of doing well. Paraguay has also set a noble example in this new industry. We think we do not exaggerate when we say, with a good season, 5 0 0 bales of clean cotton will be exported this season from the River Plate. From what causes we know not, but the cotton industry of this republic, if ever duly realised, will owe little to the assistance received from President Mitre and his Ministers, whilst, on the contrary, the Governor of an obscure province in the interior has displayed the energy of an European in-fluence in our views on this subject. Br. Lagrafia has not only relieved cotton plantations from local taxation, but has actually offered farms of land, in fee, gratis to all who applied them to cotton planting.

The people of this country are at last awake to the fact, that if we wish to increase our staple exports, and preserve peace, this country is destined yet to be one of the greatest on the earth. The President has set the ball with us in our political views, and, we are happy to say, has latterly discouraged in the strongest manner the unexampled revolutionary prizes, which, if the truth be told, are the remote cause of all our disturbances. Liberty and license have no affinity, and we may safely say, synonymous in this country, but the President has at last seen the folly of destroying the country for the sake of adhering to the constitution. This conservative political course has lately characterised the Executive measures, and we augur for our adopted country the brightest future.

Mr Rickard has started for the province of San Juan, having previously shipped the machinery which he purchased in England.

Owing to the increased emigration and agricultural industry, we not only no longer import flour from Chile, but actually are at present exporting to Rio Janeyro 1,000 bags, the market having overstocked with that article.

We mention this fact merely that our foreign readers may perceive the new era upon which we are entering; but if this year we are enabled to export 1,000 bags of our surplus flour, how much will we not send to foreign parts next year if the crop proves at all successful? For every acre of land occupied with cereals last year, there are fifty this year. Emigration is beginning at last to make its effects in the price of bread. If we are only left in peace, and follow on as we are going, Argentina vessels, with wheat and flour, will soon be seen entering Liverpool and London, and the balance of trade which has been so long against us will a last be turned in our favour.

Several small parcels of the new wool have already arrived, and we are now enabled to judge of the appearance of the produce. Mr. Lumsden, of the Dirty Mestizo wool, this year, from the north camps is not to say heavy; yet preserving a good quantity of grease, it retains that colour which buyers so generally prefer.

NEWS FROM EUROPE.

The 'Uruguay' Liverpool steamer arrived in Montevideo on Friday evening, with dates from England 16th ult. and news from New York to the 3rd Sept. being two days later than that we received per Golden City.

The Federal cause has met with serious reverses: Forts Wagner and Sumter still hold out, although reduced to ruins. The Federal batteries continue to bombard Charleston, from Morris Island, and it is thought that city will not fall until the besiegers have expended an enormous amount of blood, time, and treasure, in the effort. Beauregard complains of great barbarity in shelling the city with Greek fire before he had time to remove the sick, old, and females, who were all asleep and only allowed 4 hours to retire. In like manner the Northerns are charged with bombarding Chattanooga without previous notice. The Southerns are recalled to dispute every inch of ground with their lives, and they keep up the fire with desperate energy. The iron-clads remain quite inactive, and the land force has suffered repeated repulses On August 31st the bombardment ceased for an interval, and the rumored successes of the Federals, published in New York, were unfounded. Fort Wagner resisted a terrible attack on Aug 29, the Federals being working in the trenches within 400 yards of the works. The 'Times' thinks if Charleston do not fall immediately the siege must be abandoned for this year, as the September winds will prevent the iron-clads from remaining, and Gen. Gilmore cannot hold his ground without them.

General Lee's grand movement has commenced, to outflank General Meade by invading Maryland. Bodies of Confederate cavalry have shewn themselves along the frontier, but it is not likely Lee will trust himself to the old battle-fields of Maryland and Virginia. At Mobile Sulphur Springs an engagement took place between two armies each about 30 0 strong: the Confederates won, taking 1 0 0 prisoners, but losing 20 0 between killed and wounded. General Blunt with 6000 men attacked a force of 26,000 rebels, near the Arkansas but was defeated with the loss of half his detachment.

Great discontent prevails in New York: a meeting of drafted Germans was held to protest against the draft.

Queen Victoria having returned from Germany is about to leave Windsor Castle, for Osborne and Balmoral in Perth. There is no truth in the current rumor of her intention to marry the ex king of Portugal. Earl Russell has left Scotland for Ireland. Mr. Laird's steam-rams, building' it is said, for the Confederates: this has caused some sensation in Liverpool. The execution of four more Sikh Sirkdals Jail drew together an assemblage of 100,000 spectators; three of the wretches were condemned for murdering women; Jose Maria Alvarez was a Spanish sergeant, and two others English sailors, the fourth was an Irishman. None of the culprits showed the slightest sign of remorse. The 1st division of Royal Artillery left Portsmouth for Canada. Some companies of the 6th royal Engineers are also ordered to Canada. The Channel Fleet, after visiting Derry, Belfast and some other Irish ports, arrived in the Mersey and was welcomed by the Lord Mayor and citizens. A ball was given to Admiral Dacres and the officers, at the town-hall, 8000 invitations were issued. There are 5 iron, and 4 wooden steamers, carrying 925 guns, with an aggregate tonnage of over 32,000 tons, 9,400 horse power, and crew of 6,000 men. The fleet is to visit Dublin next, staying a week at Liverpool. A terrible hail-storm has lately visited Dublin: war-vessels were attacked by armed brigs belonging to the Dalmois: the French steamer was much injured, the Dutchman succeeded in silencing the forts and sinking a brig. The American frigate prepared to chastise the offenders.

Mr. Hill has formed a new mining-entity in Australia now goldfields have attracted numbers of diggers, some of whom, at Mizoen, were making £10 to 20 per week. Mr. Wallace in N. Zealand have taken the field 50 0 strong to expel the English, and threaten Auckland: the Maories have captured a steamer, and many have hoisted the Cayuga King's colors, and sailed her, out at present, in front of the Government Stores. Rumors of war also exist on sides for an energetic campaign. Rev. Mr. Campbell and family, just arrived from London, were shipwrecked by a collision of five steamers at Otago.

LATEST BY TELEGRAPH.

Maximilian has definitively accepted (Sept 11th) the Imperial throne of Mexico. Austria has, it is confidently said, offered to unite with France in the war against Russia, on certain conditions.

There is no fear of a war between Denmark and Germany. The King of Prussia has sent an encyclical note to the princes who assembled at Frankfort, stating his reasons for refusing the Austrian proposals of German re organisation.

King Victor Emmanuel is reported ill. The Sardinian Consul has been refused admission from the Pope on excellent health. The Italian brigands of the French steamer have been given up to the Turin authorities, at Mount Cenis.

The King of Greece has left Copenhagen for Athens, making a long tour to visit the Courts and the Princes in Germany, Belgium, and England. He will not land in Greece until order has somewhat restored, and the voting of the Ionian Parliament anent the Hellenic republic to his new kingdom.

The rebels have captured two Federal gunboats on the Mississippi, and Price under General Steele have gained two victories in Tennessee. Six English vessels have been captured running the blockade. It is thought Arkansas must fall into the hands of the Federals, who are also fitting out a great expedition against either Mobile or Texas.

The New York Convention has resolved, contrary to expectation, that no terms of peace can be admitted, and President Lincoln's wishes, by-the-by, that as yet no offers have been made.

The Confederates have invaded Maryland, crossing the Rappahannock below Fredericksburg: General Stuart commands their cavalry. Admiral Dahlgren is sick. President Davis has not called out the negroes, but a meeting of eight governors resolved to arm 400,000 in the Confederate service.

The Prefect of Brest and the Parisian authorities are in discord, as to whether the Florida should be seized. Each of the sailors has received, prize money 45,000 francs, the total being 4,000,000.

President Davis has despatched Mr. Hunter to negociate the true position of Mexico, as he counts on assistance from Mexico, in return.

Such is our Polaud continues: the patriots have six detachments in arms in the province of Lublin, but have lost their leader, Lelewel, in a recent defeat. 300 citizens of Warsaw have been transported to Siberia, and the city gates closed for 10 days. Enormous taxes have been imposed by the Russians on the provinces of ancient Poland.

THE WOOL MARKET.

As yet it is perhaps premature to offer any remarks upon the quality or condition of this year's clip. We have, however, taken pains to see the only staple we say we have, and as, possibly, many of our readers at home, who think of emigrating, wish to hear of the sheep farmers, we think it right to make a few observations.

The year which is fast closing in on us has proved most prosperous to the sheep-farmers in the north of the province. Seldom have the Irishmen had such an increase in their flocks; as a general rule farmers count 40 per cent. increase, the sheep and lambs are fat labour, owing to the new arrivals almost daily, is becoming cheaper, and foreigners are striking out for the frontier, preferring the risk of the Indians, with good prices for lands grating, to densely populated camps completely overstocked, and for which the most enormous rents are charged.

In the South of this province we have experienced during the last seven or eight months a severe drought, which has entailed on many of our farmers a rather serious loss. Owing however to the nature of the lands, and the endurance of the sheep on even the most barren pasturage, sheep-farmers have suffered, comparatively speaking, nothing to that of native cattle owners.

The amount of the clip in the south this year will be about the same as that of last year, but in the north the total clip is expected to yield some 10,000 bales increase.

The Government perceiving the vital importance of fostering the sheep business, has recently introduced measures for the protecting of sheep, and of estancia to every one who settles on the land and introduces stock A asertedly estancia contains about 5000 acres of land, capable of feeding easily 2500 sheep, besides a few cows and horses. When it is remembered that, only a few years ago, the very land which now is worth £2 0 0 an acre, 20 per sueete, were then as wild and unpr tected as what the Government be-stows upon foreign settlers, it would form an opinion of the fortunes to be made by intrepidity and perseverance.

The wool of the north of this Province is fine, is of a pale yellow tint, well clean, and free from corral dirt. The fleeces are generally speaking entire. The farmers are taking good care not to carve the sheep in time of season. From six to seven sheep on an average give 25lb (an arobe) of wool, which may be considered a better than usual return. The present market price for the best merino new wool we may quote at from 9½ to 10d dollars, but buyers have every disposition to keep prices down, and compel the farmers to store their wool.

THE PUBLIC CREDIT BILL.

Defeat of the Government.

The opposition have at last succeeded in rejecting the best measure introduced during the present Congress. Article 28 of the Public Credit bill has been thrown out by the casting vote of the President of the Chambers. According to the constitution the bill now goes back to the Senate for reconsideration, where if two-thirds of the numbers are in favour of it, it will be passed.

The defeat of the Government on this bill shows too clearly the slender influence which it possesses in the deputies, and the folly of not paying, that the 'Tribuna' newspaper is more powerful than the President.

We regret sincerely that party spirit should so triumph over a measure calculated to advance the country and enrich the inhabitants, but as it is unfortunately the law in La Plata, that most monstrous arguments are resorted to, to convince the public of the dangers connected with any liberal system of legislation. Our foreign readers will hardly credit that the reason why the Government suffered a defeat last night on Article 28 of the National Credit bill is no more nor less than because Sor. Marmol persuaded the unsophisticated legislators that England is only seeking a pretext to rob the Argentine Republic of

EDITOR'S TABLE.

Yesterday, it was quite current through town that peace had at last been concluded, President Berro and General Flores having come to terms. We are almost afraid this news is too good to be true.

The arrival of the 'Uruguay' in Montevideo brings us dates from England to the 16th Sept The news will be found in another column.

The attendance in Colon on Friday night, we regret to say, was rather poor, the house being hardly half full. As the weather was very unpropitious, we attribute the non-attendance of our leading families to this cause, as Paul Jones is a decided favourite with us all.

The defeat of the Government on the Public Credit Bill has caused quite a sensation amongst the city merchants. Mr. Hinchliff's remarks about the honesty of our legislators seems very *apropos*.

There are some private races to come off to-day at Belgrano. Half the city is going out there.

We hear that Irish estancieros have had our Irish estancieros have had a magnificent crop of a military general, well known in this city. The estancia is over two leagues square, and has a fine house on it.

The Mersey leaves this Port for Montevideo on to-morrow, in the afternoon. Make haste back, Captain Curlewis.

Importa t Land Sale at Cordova.

Cordova, Oct. 19, 1868.

DEAR SIRS—I am in possession of the 'Standard' from the 6th to the 11th inst., which I have read with the greatest numbers of September, which I have ordered, thinking I should find in them some news to me, but my former inquiries respecting wind engines and pumps.

Now I think many of your readers will be pleased to hear that there is a fine chance to buy land in the vicinity of public lands, situated E.N.E. of Fraile Muerto, only a few leagues north of the line of the Central Argentine Railway. The auction is to take place in about three weeks, and, according to law, 300 Bolivians dollars is the lowest price that the square leagues can be sold for. They are in all about twenty leagues, forming seven separate lots, each with its plan conveniently drawn up by the topographical authority. The days should be lost to be here in due time.

You may add, that this Government is bound to receive half the amount in "billetes" as do in Cordova Province (Provincial debt), which are to be had at some discount.

I remain, dear sirs, yours truly,

R.

Srs. M. G. and R. T. Mulhall,
Standard Office.

STATE OF THE INTERIOR

It is idle to blame the horse stealers of Rioja or the ultra-federals of Entre Rios. The real cause of the disturbed state of the country and the dissatisfaction of the country people in the Republican doctrines of the native press of Buenos Ayres, the arbitrary tendencies of the ultra liberals in the provinces, and the constant efforts of the latter to divert the income of the Nation in Buenos Ayres, and swindle the people of the provinces out of their just dues, by refusing to pay the legal debts of the former Government.

These are the true reasons why the country has not advanced under the present Government, and why peace and tranquility do not reign from B. Ayres to Jujuy.

Never did a Government commence under more favorable auspices; never was a ruler more acceptable than was General Mitre, and it has been the very friends of the latter who have raised him enemies in all parts of the country.

The principle announced by the President, of governing with his party, was all well enough, but if advanced partizans translated this principle to mean; the people for us, and a rope for our adversaries.

And certainly the conduct of the ruling party during the session of the Cabildo has been as scandalous as it has been impolitic; for with the sole pretext that a certain number of the Government pay some 20 or 30 per cent more for articles than they might have been bought for, paying the cash, the whole plan of the city was altered, and ignored for more than two years and solely to gratify party passion, and allow Buenos Ayres to appropriate the whole income of the country, and spend two millions and a half in the War Department, while more people have perished this year in the Province than in the ten years of the life of the former Government. But on this occasion very good news is to redeem all the neglects of the lower and flashy shall hail from Buenos Aires.

The Chacho is again powerful in the province of Rioja, but has remained quiet; and as the Government does not appear to be taking any active measure against him, we may presume that some kind of arrangement has been made, or is in the course of being made.

Buenos Ayres must change its selfish policy, and if not, there is a determination on this part of the important city of Rosario to make Montevideo its seaport, and cut Buenos Ayres off completely from the commerce of the provinces of the interior.—*Ferro-carril of Rosario.*

Mutiny of the Flowery Land.

A few days ago we reported a terrible case of mutiny and wholesale murder, occurred on board an English vessel bound to India, supposed to be the Osborne House. We now read in the 'Telegrafo Marittimo' that it was the British barque 'Flowery Land,' which sailed from London, July 28th, for Singapore, with general cargo. The boatswain, William Jeffers, has made his deposition at Rocha, to the following effect. The sailors mutinied and murdered the captain, his brother, the mate, and three others of the crew. They then obliged Jeffers,under threats of immediate death, to take charge of the vessel,and steer for the River Plate, he being the only navigator remaining. They made accordingly for Cape St. Mary, and on nearing the shore, sunk the vessel. Taking to the boats, they landed near Rocha (Maldonado),where they were kindly treated by the inhabitants. The boatswain, however, was alarmed by the intentions of the mutineers to emasculate him, in order to conceal their crime.

On this declaration the authorities at Rocha seized the crew, who will, probably, be sent in irons on board the 'Curlew',to be transported to England.

COTTON-SEED.

British Consulate, Rosario .
Oct. 3d, 1863.

E. T. Mulhall, Esq.

DEAR SIR—Señor Don Pedro Calderon, Secretary of the Cotton Cultivation Society in Entre Rios, writes, requesting me to send him an arroba and a half of cotton seed, required to complete the ground laid out for this year's cultivation, although they have already sown seven arrobas (175 lbs).

As all my stock has been expended for some time, I have informed him that it is probable you would forward that amount. If so, and that you can send it by next Sunday's Paven, it will leave here on Tuesday, per Esmeralda, for Paraná. I enclose Señor Calderon's letter herewith.

Believe me, dear sir,
Yours truly,
THOS. P. HUTCHINSON.

[In answer to the foregoing, we beg to say that, per steamer Paven to-day, we forward the required seed, with the greatest pleasure, to her Majesty's Consul in Rosario.]

We also presented, yesterday, a sack of seed to Mr. Puente, for distribution among his cotton-growing friends at Paraná.

THE CHACHO.

The *Hesperia* of Sept. 2 th states that General Peñaloza with his rebel army, 1200 strong, is encamped at Poro del Chañar, 48 leagues S. E. of Rioja, his advanced guard of 200 cavalry, under Pacheco, resting on Tuchon only 18 leagues distant. Private letters of Oct. 1st. report the Chacho within 10 leagues of Rioja, with all his troops.

Gov. Bustos, who acts *pro. tem.* is making preparations to defend the city, which is entrenched, and garrisoned by Arredondo. On the 15th, Major Campos, with 200 infantry and 100 cavalry, entered Rioja to triumphto reinforce the place, and Arredondo prepared to march out against the rebels.

Chumbita and his gang infest Arauco, where they have committed great barbarities, murdering D. Pastor Moral, Sor. Ishquerré, and some others, after horrible torture and mutilations. They retired however, beyond the Colorado of Catamarca, on learning of Arredondo's approach. The latter lately fell upon Acuard of Arredondo, under Carrizo, near Pituil, where he completely routed them, with the loss of four killed and four taken prisoners of those three were executed on the spot.

Among the Chacho's immediate staff are Pueblo, Cowalan, Villafaño, and other redoubted bandits.

NEW BANK.

The 'Ferro-carril' states that the London and River Plate Bank has solicited Government for permission to open a branch-bank at Rosario.

British War Steamer "Curlew."

This steamer left Montevideo on Friday morning for Maldonado, taking on board the vice-Consul Sr. Gowenlock.

By the information which we have received respecting this voyage, the object is to see if anything can be saved from the wreck of the British brig, which we announced as having been sunk by the steam-*Telegrafo Marittimo.*

MISCELLANY.

ARRIVOLDE OF LORD CLYDE.—It has escaped the chroniclers that Lord Clyde was commissioned by her Majesty to proceed to Potsdam with the insignia of the honours bestowed on the Crown Prince of Prussia, previous to his marriage with the daughter of Britain. Before starting on his mission he went down to Windsor to receive instructions, and on leaving he was told the carriage was ready, &c., would be forwarded in a box to his address in London. The box, with the Windsor seal, duly arrived, and Sir Colin, attended by his then orchestbanding *undress* proceeded direct to Berlin, where he was welcomed with all proper marks of respect. The box was officially announced for the interview at which the Crown Prince was to receive the representative of the Crown, and Sir Colin, in full uniform, went to the box to take out the badges and insignia given to his charge. The amazement—we won't say fury, for it is not a word applicable to the man—of Sir Colin may be imagined when he discovered that he was reduced to wearing new box, not that he had carried so carefully along with him a plum-cake, and some other little tokens of affection sent by the Princess Royal to her betrothed, which had arrived before the Windsor official had hooked up the more stately, but perhaps less welcoming offering. A day or two the box came, and the mission was duly performed.—*Army and Navy Gazette.*

M. George Xavier Fleury, a French officer quartered in the Rue de la Pepinier barracks, and related to a gendarmé, a high favourite at Court, has savagely murdered a married woman residing at No. 12 Galerie de Cherbourg, in the presence of three witnesses, because she refused to comply with his criminal proposals. The officer is in custody.

IMPORTS

The import market shows more animation than usual, and a very brisk demand has sprung up both for dry goods and comestibles. With the exception of wines and sugars, all description of groceries are very low. The arrivals of wines, however, have been so heavy during the past month, that the market is seriously overstocked, and holders have to yield to the pressionless of buyers.

Cognac—This article, with difficulty, sustains its price. The last sale was one note ere 600 boxes French, despatched, 800 mje. A sale has been made in cases and boxes to arrive, per Otto Jerked beef quintals, 26,293 Neilly, and Prat. Sales—300 boxer Silleman despatched, 170 ; 50 do. from Bordeaux, 810 mje.

English Ale—This article is at present looking a little better, but owing to the spurious stuff manufactured here and sold with English brands, importers suffer seriously. Small, or half-pint bottles are the most saleable. Last sale, 15o bar. half pinter half-ale 17 sile ris. In deposit: 109 barrels despatched, 608 mje.

Coffee—Owing to the advent of the warm season, coffee is becoming less in demand. The market is well stocked, and has a weak tendency. Sales, 119 sacks despatched 340 per quintal, 45 bags do 8310 mje.

Sugars—Refined—Holders are very firm in their pretensions. The arrivals have not been so heavy as usual. Sales, 200 bar. of Sorocabana, from Recterlam, 164 ; 800 bar. ox Plats, from Havre, 17 ds. ts.; 10 : bar. from Montevideo, 6 ds. ts. Havanne sugars are very easy of sale ; the stock in hand is about 3500 boxes . Sales, 400 boxes in deposit 141 ps. ts.; 400 boxes Cienfuegos, 141 ps. ts.; 200 brown, 11 ts ts.; 100 boxes ex Dorotea, 144 ; 700 boxes from various vessels 14 ps. ts. current.

Gin—The stock on hand is heavy, arrivals chiefly from Hamburg and Antwerp, first class brands sell well. Sales 500 boxes despatched 457, 1000 do 407, 5/9 do (gnucho) 67.

Flour barrels, 750
Do. do. 1st quality fect
Do. do. bands, 240
Shingles, 402,775
Salt, Brazil, 1000
Wheat sacks, 68
Tobacco, Brazil, 114 rolls
Do. do. do. bales, 1030
Do. leaves, 60
Wines, pipes, 9070
Do. sherry casks, 10
Do. casks, 376
Zinc bundles, 206

Flour—This article has, we may say, ceased to be an import with us, as its cheapness and good, the stock of home-manufactured flour is more than sufficient for the consumption of the place.

Tobacco—The stock on hand is small. From Paraguay there is, as yet, very little coming down. American tobacco, there is none in first hands.

Wines—These have been already very arrivals. Good black tea is looked for.

The market is poorly stocked with any, save inferior numbers.

IMPORTS FOR THIS MONTH.

Cana, 475 pipes
Whiskey, N.A. 208 do.
Brandy in casks, 187.
Do. in cases, 1871.

Absynthe, do. 2225
Do. do. 1026
Square refined, 2192 barrels
Do. Havanah, 1120 boxes
Do. Brazil, 2924 barrels
Rice, sacks, 5973
Ale, barrels, 957
Do. boxes, 250
Coffee, sacks, 30
Soal, boxes, 1541
Coke, do., 121
Champagne, cases, 1452
Maccaroni, boxes, 11,987
Gin, demijohns, 11,453
Salt—1200 fanegas, at 8 1/2 rls.
Catherine Cornelia, Rio Negro
1600 do., at 7 1/2 rls, Antjie, Rio Negro
1100 do., at 8 rls, Johanna,' Rio Negro
1500 do., from 10 to 12 rls, 'Johanna,' Lisbon
Total—3400 fanegas
Lumber—220,310 feet, 'Kepler,' New York.
484,100 do., 'Evening Star,' Elsworth ,
14,700 do., 'F. Martin,' New York
236,400 do., 'Omega,' Baltimore
331,900 do., 'Alpine,' Western Isles
177,200 do., 'Masterrera,' Western Isles
421,100 do., 'Henry Ruck,' Baltimore
Total, 1,885,100 feet.
Salt—There is no demand yet for saladero purposes.
Coal—No import. The cargo of the Carolina has been sold.
Lumber—The imports have been heavy this month, and there is still some unsold.

EXPORTS FOR THE MONTH.

Hides, 31,014 salted ox and cow
Do. 6512 do., horse
Do. 188,881 dry ox and cow
Do. 702 do., horse
Tallow, 2500 pipes
Do. 3120 boxes
Mares' grease, 4 pipes
Do. 200 boxes
Hair, 347 bales
Wool, 1809 bales
Sheepskins, 1573 bales
Tobacco, 6 do
Perseverence 293, River Paraná.

Do.

EXPORTS.

There have been no sales of Saladero ox and cow hides, during the last fifteen days.—Stock 1,400 hides.

In Saladero tallow, no sales.—Stock 30 pipes.

In Salad ro horse hides, no sales.

In matadero salted ox hides, the sales are—

2,000 hides at 30 and 17 rls.—Stock 2, 0 hides.

Mares' grease, worth 36 to 38 rls. without cask.

In bones 6 ps. no sale—

Stock 9 ps. old and
" 500 do new do.

10,500 qn.

The total sales of dry hides, during the fortnight are 10,000 hides. The total stock of classes now remaining unsold is 83,000 hides

In American hides, the sales are—

24,000 hides at 30 to 34 rls.

Last price was 31 rls.—Stock of classified 20,0 0 hides.

In German hides, the sales are—

2,000 hides at 31 to 32 rls.

and half cow, comp. Camp cow, 37 1/2 to 39 1/2 rls. Matadero cow nominal, 30 to 31 rls. Last do., 29 rls. Stock of classified 19,000 hides.

In Spanish, French, 'and Mediterranean hides, the sales are—

20,0 0 hides at 24 rls for light, 39 rls for heavy, 33 1/2 to 34 rls for

42 1/2 to 42 rls for B. Rios, 39 to 40 rls for Corrientes, 38 rls for Cordoba, 40 1/2 rls for wide Spanish.

Chamber of Commerce, Buenos Ayres.

Price of ounces since sailing of last packet.

Oct.		$	431 4
	13		434
	14		436
	15		436
	16		434
	17		431
	18 Holiday		
	19		430 4
	20		429 4
	21		430
	22		429
	23		429

Bolivian silver dollar 21¼ per ounce.
Gai Sharca 111 p.S
Bolsa do, 109 p.S

EXCHANGE.

On England, 47s 40d per doubloon.
France, 84,83 ts. 7 8 per 100 francs.
Antwerp, 84 4 83.75 frcs "
Hamburg, 35 4 4 bank marks "
Genoa, 84 4 84 frcs "
Spain, 2 p.S premium.
United States nil.
Rio Janeiro 99,900 a 99 300 rels
Montevideo, 1 p.S discount.

DISCOUNTS.

Metallic, 7/8 to 1 p.S. per month
currency 1 to 1 p.S. per month.

The Bank receives at 6 and charges 9 p.S annum.

PASSENGERS FROM ENGLAND

The following is a list of the passengers arrived per 'Uruguay,' from Liverpool.

For Montevideo.—A. B Arnold, Mr. E Arnold, George Dillicorp, A. M. Caldwell, Allan M'Cullogh, Thomas Doyle, N. Gertrude, H. Gibbs, Edward Sheehan.

For Buenos Ayres. — James Grant, Joseph Newberry, E. L. Newberry, G orge Newberry, William H. Newberry, Joseph L. Newberry, Edward Butler, George O'Ryan, Peter Conway Lainhing, George Lilicrais, Luke Crowley, Philip Doyle, Patrick Quinn, Andrew Quinn, William Quinn, Andrew Colligan, John Colligan, John Clayton Wigg and a child, William J. Nerald.

ON 'CHANGE

October 24.

The sales of ounces to-day were unusually heavy. 9234 were sold for cash, or at least what is termed so. It has come to our knowledge, from a most reliable source, that many of the sales marked on the board as having been effected, are mere shams, and that the party appointed to investigate these sales rarely, if ever, attends. It is the interest of all, who transact *bona fide* operations on the Bolsa, that a stop should be put to this. At present the evil is not of that magnitude which would require the alteration of all the rules, or the closing up of the Bolsa ; but our informant, who is in possession of all the facts, and is intimately acquainted with the Bolsa, since its first opening in 1854, says that each year the sham sales are increasing, and that it is high time a stop be put to it now.

The rejection by Congress, of article 58, which had for its object the abolishment of interest and amortization, was the subject of merited complaint amongst our commercial men. We have confidently asserted, that notwithstanding the opposition met with in the *Deputies*, it will, ultimately, be passed, as according to the Constitution, it sent back by the Senate, it will become a law, unless two-thirds of the Chamber oppose it, which, judging from the voting of yesterday, would appear most impossible. The efforts of the Deputies to reject article 58, were fully compensated by some of the brokers, who laboured all day to throw out 28 as the closing price of doubloons. Gonece, or if we would speak more correctly, *procedural paper man* is now steady to-day, and nowadays ounces are 4 0 ounces, sold to have men and sellers, the price of *ounces* have fluctuated but little.

It was stated openly on the Bolsa today, that peace had been made in the Banda Oriental, and that a company offer the war is now all over. But we fear the report is too good to be true.

A small lot of new wool was effected to day in the North Plaza ; it's arobge mixed mestiza, at 74 dollars. We hear that a native broker has six squares from the Morlo station. Esquire Cardoso can see of Mor-ue.

PUBLIC SALES.

By Auction.

Arete Letamendia's quints, Flores. Billinghurst, S. Martin station, land. Gomez, quinta, at San Martin.

To Let or Sell,

A good commodious House with two squares of cultivated land, within a few minutes of the Retiro station. Enquire at 97 Calle Defensa cor. of Mor-on. e 25, 12 p

PATRICK D. LYNCH AND CO,

Wool Brokers,

Plaza Once de Setiembre, in front of Arete Letamendia's quints. e 25, 1m *Opposite Butler, Finlay & Co.*

Modern Engravings.

On Monday Evening, November 2nd, Messrs. Bell & Sons have received instructions to Sell by Auction a valuable collection of Modern Engravings, comprising many highly valuable, and exceedingly interesting impressions of the finest works of the most celebrated artists.

This splendid collection of Pictures will be on view on Saturday, 31st inst., and Monday, Nov. 2nd, at Messrs. Bullin and Flower's Auction Rooms, Calle Victoria, and will be sold without reserve on MONDAY EVENING, November 2nd, at half past six o'clock.

Descriptive catalogues of the Lots may be obtained at the Auction Rooms, or at the office of the Standard.

e 25, 8 p

Wanted,

For an English house, a Cook and Steward. No one need apply who can not bring the most satisfactory of testimonials. A good wage will be given. Apply to No. 6 Calle Maypú. e 23, 3 p

Sheep for Sale.

Three Thousand good Merino Sheep, with pienty of cattle ; also a lease of ground for four years, situated about nine leagues from town. For further particulars enquire at Barry and Walker's.

e 26, 1 p

Lost,

Going to or coming from the English church yesterday, a Male Bracelet with covered gold snap, with initials L. B. G. Any one bringing it to Calle del Perú, No. 135 will be rewarded. e20 0p

Just arrived, price $130

South American Sketches,

OR

A Visit to Rio Janeyro, the Organ Mountains, La Plata, and the Pampas.

By Thomas Woodbine Hinchliffe, M.A., F.R.G.S., Author of "Summer Months among the Alps."

Nicely bound in cloth, with several fine coloured Engravings, a d Map of La Plata, Second Edition, Revised. The Volume contains over 400 pages.

Sold by HACHETTE & CO.
English Book Sellers, 24 S. MARTIN.

Notice.

A member of the University of Cambridge, who can lend considerable assistance in preparing pupils for the Public Schools and Universities wishes to give private lessons in Classics, Mathematics, English, &c.

Reference is kindly permitted by the British Consul and other gentlemen in the city. Address T. Standard office. e 9 1m

SOUTH AMERICAN STEAM NAVIGATION COMPANY.

FOR LIVERPOOL AND GLASGOW,

Calling at Montevideo, Rio Janeiro, and Lisbon, will positively for said destination on SATURDAY, the 7th NOVEMBER, proximo,

The fine A 1 at Lloyds, British screw steamer,

"SICILIA,"

1126 Tons Burthen—Commander R. Seaworth, receiving cargo for London, Belfast, Dublin, Antwerp, Bremen, Hamburgh, Rotterdam, Amsterdam, Havre, and Bordeaux, and signing Bills of Lading, and the cargo to be forwarded by steamer or railway from Liverpool or Glasgow, at option and expense of the Company, but at shippers' risk.

Also, for passengers, this steamer offers unrivalled and excellent accommodation, at the following rates—

First-class, for Liverpool or Glasgow £40
Second-class £30

The latter having to provide their own Bedding, Cooking Utensils, &c.

Parcels and specie received on the 'arate to 4 P.M. of FRIDAY, the 6th proximo, at six, p.m.

For further particulars, please apply to the undersigned.

CHAS WILLIAM BENN and CO,
CALLE 25 DE MAYO, 49.

Ferro Carril del Norte,

SAN FERNANDO.

Desde el Lunes 26 del corriente, se vender en todas las boleterias de este via ferrea, boletos hasta San Fernando al precio de la tarifa, habiendo la Administracion activado un servicio de Omnibus desde S n. to hra á San Fernando y viceversa

La boleteria en San Fernando estará en la calle 3 de Febrero, Agencia de Duarte y Ca.

Los Omnibus saldran de San Fernando tres cuartos de hora antes de las salidas de los trenes de San Isidro.

2 ocubre 24 de 1863.

At Cha las

By the Sole by Auction, on Tuesday, 27th inst., at half-past 10 o'clock, at the Commercial Rooms, corner of Moreno and Bolivar streets, 50 tons, first class Bullet ; to be sold in one lot for cash.

REMATES.

Martin o Bloghurst.

En la estacion San Martin, de los Ferro-carril del Sr. Ram o Mejia.

El Domingo 25 del corriente á las 12 n punto tendre lugar en la estacion de referido pueblo, la venta de varias suertes de tierra de labor, todas ellas bien habido concurrencia el Domingo 18 sin duda por que muchos creen, que la propiedad de tierras en el Sud de la provincia es de especulacion, cuando en la actualidad que solo comprende el municipio de San Martin, que es hasta donde alcanza la jurisdiccion de la municipalidad de la capital, hay mas de 50 Pulperias en la nacion. El Domingo proximo 25, concluira para con la venta de siete terrenos. Estos son los que quedan situados en la mas alta de esa local y tendrán la ventaja de que las 70 cuadras vendidas en el ter mino de 3 meses, se les dara en Don. Dn. Guillermo Leslie Gormez. Dn. Emilio Gomez. Dn. Jose M. Castro. Juan S. Soler. Juan Bautista Gonzalez. Don Ignacio Boullierd. Carlos Lester. Juan Arando. Mariano Meraso. Domingo Bustello. Pedro Ezquiaga. Antonio Bermudez. Jose Leslie. Manuel Maclinton. Fernando Perez. J. Arroyo, y Luis Lumbreras son todos lindantes con los que deben vivir.

POR EL MISMO.

En su casa calle Potosi No. 70.

Do 63 cuadras pedro de la raza Negrett ti. Estas tierras se hallan en la misma situ ion que las demas de la misma estancia y dueno de contado.

Los terrenos padres de la raza Negretti pertenecientes de las principales y mas abastecidas estancias como Wellbelive, Huadalung Jordelon, Maxan Wilkinson, Isabel, del rardad se tipo Negretti. Estos lindes suburbanos estan donde hoy visibles en la estacion Retiro de los Ferro-carril Oeste, calle Chacabuco esquina de Mejico donde el anden inspeccionantes los fines que se indican y en su adquisicion y firmal tratados que el dia del remate se le dara.

SCREW AND PADDLE STEAMERS, &c.

G H HARRINGTON & CO
Architects, Engineers and Surveyors.
LE TRESHALL STREET,
LONDON, E.C.

Contract for Building every description of Craft for Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded, including delivery at every port in S. America.

LETCHFORD'S WAX VESTAS.

R. Letchford & Co. hold themselves responsible for the quality of their Wax Vestas and having recently built an extensive Factory especially adapted to this peculiar manufacture they can bestow proper care on all the details which render their Vestas the best in the market. Customers, therefore, when ordering Wax Matches should be particular in requesting "Letchford's make," as others are often substituted.

3 Cork's Lane (about Green, London

Prize Medal.

PARSONS, FLETCHER, and CO. PRINTING INK MAKERS.
22 Bride street, London

Messrs Parsons, Fletcher & Co. have devoted for many years their best energies to the further improvement of rich first class *Inks*; and from the testimonies in the most eminent English Wood Engravers to the brilliancy of their Inks, as well as from the estimation in which their Inks in general are held, both by the leading Printers of this country and of the Continent, *Parsons, Fletcher and Co.* flatter themselves that for Depth of Colour, Clearness of Impression, and Ease in Working their Inks now stand unrivalled.

The Art Journal for July, 1862 says, "The Ink used for printing the Journal expressly Manufactured by Messrs. *Parsons Fletcher and Co.* and combines the essential qualities of depth of colour and clearness of impression which their Inks have long been favourably known abroad as well as at home".

General list of Prices.

Job Ink for Machine or Press 1s. 1s. 3d. 2s. 3s. 4s. per lb
News Ink 1s., 1s. 3d., 1s. 6d., 2s. per lb
Bookwork Ink 1s. 6d., 2s., 2s. 6d., 3s. 4s. per lb
Superior bookwork Ink 2s. and 4s. per lb.
Woodcut Ink 3s. and 7s. 6d. per lb.
Red Ultramarine, Dark Blue and other colours, 4s., 5s., 6s., 8s., and 10s.
Varnish 12s. 16s. and 20s. per gallon.

** Export Orders will receive the most prompt attention, with a careful adaptation of the Ink to climate.*

ALL CURES MADE EASY!!

BY

HOLLOWAY'S OINTMENT

Bad Legs, Ulcerous Sores, Bad Breasts, and Old Wounds.

No description of wound, sore, or ulcer can resist the healing properties of this celebrated Ointment. The most obstinate cases readily assume a healthy appearance wherever this unfailing remedy is applied. Indeed, from the first trial of it, both as to its wonderful searching and healing properties, it is unrivalled, and a complete and permanent cure quickly follows the use of the Ointment.

Rheumatism, Gout, and Neuralgia.

Nothing has the power of subduing inflammation and subduing pain in these complaints in the same degree as this Ointment. Fomentations with warm water, and then the free application of the Ointment to the affected parts, will drive from the system, without any exception, all the poisonous matter which causes the disease, and a perfect cure will be effected. A cure may always be effected, as it under the worst of circumstances, if the case is taken in hand in time.

Sore Throats Diphtheria, Quinsey, Mumps, and all other Derangements of the Throat.

On the appearance of any of these symptoms the Ointment should be rubbed well into the throat a few times during the day, and a piece of flannel, dipped in hot vinegar, should be bound round the throat every night, and the Ointment rubbed in as before. The worst cases will yield to this treatment by following the printed directions.

Both the Ointment and Pills should be used in the following cases:

Bad Legs	Bad Breasts	Fistulas	Sore-throats
Bite of Moschetoes	Chiego foot	Piles	Skin diseases
Burns	Chilblains	Rheumatism	Scurvy
Bunions	Corns (Soft)	Ringworms	Tumours
Bite of Mad Dogs or other Animals	Contracted Cords	Scalds	Ulcers
Coco Bay	Coco Bay Itch	Scrofula	Wounds
Chiego foot	Coco Bay Itch	Sore-throats	Yaws

Sold at the Establishment of Professor Holloway, 244, Strand, (near Temple Bar), London; and by all Medicine Vendors and Dealers in Medicines throughout the civilized world, at the following prices:—1s. 6d., 2s. 9d., 4s. 6d., 11s., 22s., 33s., and 66s. each Pot.

There is a considerable saving in taking the larger sizes.

N.B.—Directions for the guidance of patients in every disorder are affixed to each pot.

HOLLOWAY'S OINTMENT AND PILLS.—Afflicted Invalids, from whatever cause their maladies may have arisen, should lose no time in having recourse to this truly wonderful remedy. It is unequalled by any other medicine for the cure of scrofula, gout, and bad sore. They are from calibre in the system, and, by their wonderful power of purifying the blood, they remove all impurities, however deeply seated, from whatever cause they may have arisen. Their searching properties are known throughout the world, and there is no disease, however apparently desperate, that they do not subdue. Parents should not hesitate to have recourse to them for their children, however young, as they are perfectly free from any mercurial or other dangerous ingredient, and may be safely administered to persons of any age.

For Valparaiso Direct,
Passengers and Cargo,
The A1 British Barque "FLORE" sails on the 20th inst., for abt. 1/3 rd. remaining portion of Freight, and excellent accommodation for Cabin and Steerage Passengers, for which the fast position is made. The vessel carries an experienced Surgeon.
For terms of Freight or Passage apply at No. 2 Calle Piedad, to Captain Shanbury, or H. J. Powell and Co.
The dates of H. J. Powell and Co. is removed to 61 Calle Piedad.
The house or Wilson and Co is removed to 81 Calle Piedad.
9 p o 23

Protection from Fire!
PRIZE MEDAL 1862.
BRYANT & MAY'S
PATENT SPECIAL SAFETY MATCHES,
Wax Vestas & Cigar Lights.
Light only on the Box

The Patent Safety Match affords us in unanswerable light as results as common matches, whilst it is entirely free from all their dangerous properties.

Patent Safety Matches in neat slide boxes, and in japanned tin boxes of 100, 250, and 500.

BRYANT & MAY, Manufacturers of Wax Vestas in round pill boxes and in japanned tin boxes, of 50, 100, 150, 250, 500, and 1,000.

Sole Importers of Jonkopings Tannatic or (slide boxes)

All orders made payable in London will receive immediate attention.

Whitechapel Lane London, E.

PURE DRUGS, CHEMICALS
PHARMACEUTICAL PHOTOGRAPHY FREE-HANDS LOZENGES, &c. SURGICAL INSTRUMENTS AND APPLIANCES AND EVERY DESCRIPTION OF DRUG DISPENSARIES

DURGONNE AND BURBRIDGES,
KINGS DRUGGISTS,
by Appointment to the Court, London.

Publish monthly a Price Current of unadulterated Pharmaceutical Chemicals, Patent Medicines, Photographic Preparations.

They also issue, free of charge, a work containing the newest discoveries, patent medicine stamp carried, with the privileges and restrictions affixed to each article, and other useful & reliable information. This is the Monthly Price Current sent to the trade. Specimens can be had on application, or will be sent free post on receipt of a line.

THE IRISH DRAPERY ESTABLISHMENT OF THOMAS FALLON, HIBERNIAN HOUSE,
Nos 64, 66 AND 68 CALLE DE LA PIEDAD.

WIND ENGINE
PATENT SELF-REGULATING

For Pumping, Cut Grinding, Chaff Cutting, Wood Sawing, or Driving other Machinery.

Costs nothing to work
Works day and night
Requires no watching
Not easily injured
Erection simple and cheap
Power of Engine from 1/2 to 8 horses
Will work in variable winds
To treble the power, prices from £36 to £1

BLAKE & POLLARD,
PARIS EXHIBITION, 1862.
Will be at the Exhibition from May 1st to October 31st, and will take orders for the above Engine, which can be seen at work in the Exhibition Building.
Orders to be made payable to Engineers' Office, Calle de Cuba 4th floor.
Quotations on Shipping or Transportation may be had at the office.

Sherries, Brandy, Whiskey, Gin, &c.

The undersigned have always on hand, in pipes, hhds. and quarters, a good supply of Sherry, Brandy, Whiskey, Gin, &c., and can offer Sherry at $1.0 per gallon and upwards.
WILSON AND CO.,
PIEDAD, 21.
o 23 1m

Caution!
10 LARD AND COLLARD'S
PIANOFORTES.

It having been intimated to Messrs. Collard and Collard, that certain persons are selling Pianofortes in this city by the name of Lard, they have deemed it necessary to publish to their reputation to announce that they have not, nor ever had, any agent in this country, or elsewhere, who is connected in any manner with the above name, and that any Pianofortes sold by such persons are not manufactured by them, and they may be considered as spurious imitations of their instruments. Messrs. Collard and Collard have appointed monthly wholesale and retail agents for the sale of their pianofortes, particulars of which may be obtained by reference to their makers or to Messrs. Collard and Collard, No. 16 New Bond Street, London, where a list of their agents throughout the world may be seen. Messrs. Collard and Collard have also appointed agents for the sale of their pianofortes in this city, and they will be glad to receive communications from any persons desirous of obtaining information as to the genuineness of certain pianofortes offered for sale as their manufacture, and which they consider to be spurious imitations of their instruments.

To Let,
Furnished and Unfurnished Apartments at 81 Calle Gentlemen, without Boarding. Calle Florence, No. 192—(Up Stairs.)
3p. O 23

THE ARGENTINE MARINE INSURANCE COMPANY
Established in this City, insures at moderate premiums effected by sea, or on the river.
Offices—Calle Reconquista 83
DIRECTORS
Don Thomas Armstrong, President.
" Enrique Ochoa, Vice-President.
" Felipe Llanallot.
" Manuel Zumaran.
" Jacobo Peravicini.
" Enrique Tomkinson.
" Mariano Casares.
" Francisco F. Moreno, Gerente.

MONEY ORDERS.

Drafts on IRELAND are granted by the undersigned, payable on demand at any of the 52 branches of the

NATIONAL BANK.

Drafts are also granted on
Messrs Prescott, Grote & Co, Bankers
LONDON.
And on *J. Barned & Co, Bankers*
LIVERPOOL.

Timely application should be made at the office of Mr. Wilson Jacobs, Exchange Broker, No 66 calle San Martin (opposite the Bolsa.

THOMAS B HALL.

PROVINCIAL BANK.
IRELAND.

Money orders, payable on demand at a market town in Ireland, given by Josiah Latham
Agency between the hours of 10 and 4, at 23 calle San Martin.
Henry N Hart, exchange-broker

DRAFTS AT SIGHT
ON THE UNION BANK
OF
IRELAND.
ISSUED BY THE
LONDON, BUENOS AYRES AND RIVER PLATE BANK.
Calle de la Piedad No. 80.

ENGLISH SADDLERY
AND
HARNESS
ESTABLISHMENT
86—Piedad—86.
Sutfern Bros.

ENGLISH TAILOR
39—*Calle Defensa*—39.

George Ellis, in returning thanks to his friends both in town and camp for their liberal support, begs to notify them that he has received a new stock of goods direct from England. Cloths and Tweeds of the very best description.

Garments made to order on the shortest notice, and at the most reasonable terms.

245 BUEN ORDEN 245.

NOTICE.

The undersigned, VAN DE VELDE BROTHERS & Company, by several Governments, respectfully beg to inform the Estancieros and Land Owners, that at their establishment calle del Buen Orden No. 245.

The following articles will be kept ready for sale on manufacture of the same:
Indestructible moveable corrals for cattle.
Moveable corrals for sheep.
Laudanums of all descriptions.
Troughs for sheep and cattle.
Having made a serious and practical study of the above named articles and of the real want of Land owners and sheep farmers, they trust their products will generally be approved, of as being without exception Strong Durable, easily planted, and transported for a mere nothing.
VAN DE VELDE BROS.

THE ENGLISH DRAPERY ESTABLISHMENT OF BUENOS AYRES.
PATRICK GALBRAITH,
Successor to WILLIAM GIBSON,
49 and 51—Defensa—49 and 51.

English Clothing Store,
Wholesale and Retail,
80—CANGALLO—80

Just received an ample assortment of Gentlemens Youths and Boys' clothing of every description, Stout Tweed and Pilot Cloth Jackets, Vests and Pantaloons, Crimean Shirts, Macintosh's India Rubber Coats and Ponchos, &c. &c.

SHIPS IN THE PORT OF BUENOS AYRES.

Class.	Name.	Tons.	Captains.	Arrived.	From	Consignees.
			English.			
Barque	Edmund Preston	438	Ostermehl	Aug. 24	Darling	W. Bellamy
Ke	Ann	267	Lobaney	Aug. 1	Liverpool	H. Mitchell
Ke	Alcestis	300	Lewis	May 3	Liverpool	Thomas and Co.
Ke	Margaret	300	Jones	July 1	Liverpool	"
Ke	Anne	284	James	June 19	Liverpool	S. B. Hale
Ke	Conrad	298	H. Black	July 19	Liverpool	H. C. Hill
Barque	Gainsborough	318	Reynolds	June 19	Liverpool	S. Bagley
Ke	Gainsborough	318	Reynolds	June 19	Liverpool	S. Bagley
Ke	Cecelia	300	Holmes	Aug. 1	Liverpool	Wilkinson
Barque	Minella	311	Jenkins	" 10	Liverpool	Duffell
Barque	Minella	311	Jenkins	August	"	Duffell
Barque	Regina	330	Bowden	" 11	Glasgow	Bunge Trocelle
Barque	Thomas William	330	Bowden	" 11	"	Bunge Trocelle
Ke	Pearl	211	Jones	" 11	"	Cary & Co.
Brigantine	Sophia					H. C. Hill
Ke	Sophia	300	Waller	" 20	do	H. C. Hill
Ke	Perseverance					Bartley Barnes
Barque	Ann Eliza	300	T Tanner	Sept. 21	Montevideo	S. B. Hale and Co.
Ke	Ann Eliza	300	T Tanner	Sept. 21	Montevideo	S. B. Hale and Co.
Brigantine	Mariner	285	Hartley	Oct. 12	Liverpool	Devlin and Co.
Barque	Mariner	285	Hartley	Oct. 12	Liverpool	Devlin and Co.
Barque	Alden	318	Willman	Oct. 16	West Indies	H. Boyle and Co.
Barque	Alden	318	Willman	Oct. 16	West Indies	H. Boyle and Co.
Ke	Ann	145	Wells	" 18	Rio Janeiro	Bowkers and Co.
			American.			
Barque	Zone	363	Bale	" 14	Boston	S. B. Hale
Barque	Flowering Star	350	Nicholson	July 1	Rio Janeiro	H. Mitchell
Barque	Henry Rush	350	Nicholas	" 20	Baltimore	Zimmerman
			French.			
Barque	Anna			July 15	Bayonne	Apostagui
Barque	Marie du Nord	300	173 Velaud	" 15	Bayonne	Apostagui
Ke	Pierre Henri	300	319 Gabes	July 17	Bayonne	Apostagui
Barque	Jean Baptiste					Mallet Brothers and Co.
Ke	Marguerite	300		July 19	Lons	Ortet and Montetion
Brigantine	Corentin		262 Bichet	June		Bartholomi and Echeburua
Brigantine	Abd-el-Kader		180 Pitrault	July 21		Lezica and C. Pereda
Schooner	Frederic Eugenie		187 Mille	Aug. 12		Ortet
Barque	Leslie		422 Bontroup	August 15		Arotzena
Barque	Voyeurs Aine		393 Reggio	" 20		Haven
Barque	Pierre		318 Gregoire	Oct. 10		Ortet
Barque	Pierre		318 Gregoire	" 10		Ortet
Barque	Languedoc		400 Alexandre	Oct.		Viguier
Barque	Languedoc		400 Alexandre	"		Viguier
			Spanish.			
Brig	Josephine		180 Marotang	July 1	Barcelona	Offley
Schooner	Amelia		324 Bada	June 17	Barcelona	Ayerbe and Mata
Barque	Jacob		300 Rosk	Aug. 1	Valencia	Offley
Schooner	Isola		200 Roig	June 19	Barcelona	Offley
Barque	Isola		300 Roig	June 19	Barcelona	Offley
Ke	Rosalia		111 Durkal	July 1	Barcelona	Martinez
Schooner	Salvadora		110 Arrieta Leon	" 20	Barcelona	Arotzena
do	Vigaro				Barcelona	A. Rodriguesky
Brigantine	Dos de Mayo		Jacobo Mas	Aug. 3	Sabia	E. Ochoa and Co.
Barque	Concepcion		190 Cano	Aug. 3	Sabia	V. Fernandez
Barque	Antonio Maria		230 Cortina	Aug. 10	Barcelona	Ayerbe Obregon
Ke	Isla		245 Pinillos	" 10	Barcelona	Lezica Haedrich
Barque	Isla		245 Pinillos	" 10	Barcelona	Lezica Haedrich
Barque	Carolina		249 Castellan	" 10	Barcelona	Ortet
Barque	Aurelia		214 Esses	" 10	Barcelona	Ortet
Barque	Anna		262 Martinez	" 10	Barcelona	Ortet
Barque	Joven Victorian		300 Ferrer	" 10	Barcelona	Ortet
Ke	Ana		200 Ferrer	" 10	Barcelona	Ortet
Polacre	Jaime Cordulla		326 Cathcopli	Sept. 10	Barcelona	Zumaran
Barque	Joven Rosalia		294 Cathcopli	Sept. 10	Barcelona	Zumaran and Co.
Brigantine	Victoria		212 Llatzas	Oct. 3	Barcelona	Orbea Hijos y Co.
Barque	Isabella		230 Via	Oct. 3	Barcelona	Ortet
Barque	Principe		276 Rovira	Oct. 7	Habana	A. Darkin
Barque	Principe		276 Rovira	Oct. 7	Habana	Ortet
Barque	Leonor		233 Cabo	Oct. 12	Barcelona	Offley Brothers
Barque	Linda		233 Ferrer	Oct. 16	Barcelona	Offley Co.
Barque	Amalia Ferrer		300 Ferrer	Oct. 16	Barcelona	Offley Co.
Barque	Manuel		135 Aunedo	Oct.	Malaga	Zumaran and Co.
			Italian.			
Brigantine	Evelina		176 Carbonel	June 18	Rio Janeiro	T. Travassos
Barque	Angelo		300 Fiorello	June 19	Genoa	B. Devoto
Barque	Anneli		300 Fiorello	July 1	Genoa	Mallet Brothers
Ke	Anna		300 Fiorello	May 10	Genoa	B. Devoto
Barque	Carolina		300 Fiorello	July 20	Genoa	Mallet Brothers
do	Alfred		284 Gallo	June 20	do	B. Devoto
Brig	Ida		200 Gallo	July 1	do	Mallet Brothers
Barque	Giuseppina		65 Bennati	July 13	London	Zimmerman
Barque	Giuseppina A		300 Bennati	July 13	Genoa	Ortet
Barque	Carolina		300 Bennati	July 13	Genoa	Ortet
Barque	Josephe de Lima		318 Lavello	Sept. 3	Genoa	Ortet
Brigantine	Angelina		180 Schiri	" 10	Genoa	Ortet
Brigantine	Empreso		166 Ferrero	" 21	Genoa	Ortet
Brigantine	Empreso		234 Varelly	" 21	Genoa	Ortet
Barque	Beatrice		300 Zerrico	Oct. 7	Genoa	Ortet
Barque	Ida		300 Gallo	Oct. 7	Genoa	Ortet
Barque	Carolina		300 Lavagni	Oct. 10	Genoa	Ortet
Barque	Omega		300 Costa	Oct. 16	Genoa	Ortet
			Netherlands.			
Barque	Hermania		247 Normond	June 28	Teleguyen	Ortet
Schooner	Anita			July 1	Rio Janeiro	Ortet
Brig	Buenos Ayres		197 Amaria	July 1	Rio Janeiro	Ortet
Barque	Anna		300 Ortet	Aug. 10	Rio Janeiro	Ortet
Barque	Cecilia		249 Arrias	Aug. 10	Rio Janeiro	Ortet
			Portuguese			
Barque	Aurora		276 Silva		Bahia	Ortet
			Dutch.			
Brigantine	Cesar		175 Hudgh	June 20		Ortet
Brigantine	Clarita		181 Varkel	April 15		Ortet
Barque	Maria		300 J. F. Wahlmeyer	June 20		Ortet
Schooner	Catherina		178 Hoeven	July 1		Ortet
do	Three Sisters			July 1		Ortet
Ke	Hermina and Susana		187 Hoeven	July 1		Ortet
Ke	Hermina		187 Schlichter	Aug. 10		Ortet
Ke	Claudina		180 Claudius	Oct. 10		Ortet
			Belgian.			
Brigantine	Antiopia		231 J. H. Bauning	June		Ortet
do	Delphine		310 Desmeyer	June 25		Ortet
Barque	Antonia		247 Gunther	Sept. 3		Ortet
			Hanoverian			
Brig	Sophia Maria		166 Terndrup	June 10	Rotterdam	Arning Hale
Schooner	Athertus		189 Kirkeeker	May 10	Hamburg	H. Rosenthal
Brig	Anna		198 Hansen	Sept. 10	Bremen	Legouis Schmidt
			Norwegian			
Barque	Fantasie		300	May 10	Foreign	Ortet
Barque	Hermann		310 Zimmerman	June 20	Portugal	Echegaray
			Hamburg.			
Barque	Bahia		291 Bulow	Aprial		Meissner
Schooner	Trio		174 Meller	July 15		To order
			Austrian			
Barque	Colombia		416 Callovarati	June 1	London	H. A. Green and Co.
Barque	Orphelia		317 Salamonia	June 1	Hull	H. A. Green and Co.
			Peruvian			
Barque	Esther		321 R. Crocco	June 18	Calla	Sellier Bertarelli
			Oldenburg.			
Barque	Emma		177 Carle	June 18	Antwerp	Bieber
Barque	Tales		291 Haseth	Aug. 10	Bremen	Decken and Co.
			Brazilian			
Barque	Aqa da Prata		303 McGeja	Oct.	Portugal	Manuel A.
Barque	Johanna Louisa		249 Meek	Sept. 11	Rotterdam	Wiese and Co.
Barque	Hendrik Maria		175 Hannegan	Oct.	New York	Zimmerman Pair and Co.

Buenos Ayres Chamber of Commerce, Oct. 24, 1863

Latest Prices of Produce.

ALADERO PRODUCE

Ox hides,	45 selected ps. per 65 lbs	
Salted, do	40 ave.	
Saltcur, do	35 ave.	
Jerked beef, 16 lbs 19	do	1st.
Jerked beef, 16 lbs 19	do	2nd.
Marrow grease, per 25 lbs		
Horse hides, with shoe, per 25 lbs,		
Ox horns, 120 to 130 per 100		
Cow do, 250 do		
Ox feet, 100 to 110 per arroba		
Cow do, 200 do		
Deer hides ex.		

PROVINCIAL AND PARAGUAY PRODUCE

DRY HIDES

Ox, narrow, assorted, per 65 lb		
Cow, do	45	33
Cow, do	45	33
Cow, do	28	
Cow, do, 18		
Ox, do, 18		
Ox, Entre Rios, 18		
Ox, Corrientes, 18		
Ox, Monte Video, 18		
Ox, Maldonado, 18		
Ox, Martello & Ombu, 24		
Ox, salt hide selected, 24		
Ox, do assorted, 24		
Ox, do Rejected, 24		
Ox, Rejected, 24		

WOOL

Dirty fine	48 per lb	dollar
Dirty fine	44 to 45	
Dirty fine	40 to 42	
Dirty fine	36 to 38	
Dirty fine	30 to 34	
Dirty fine	26 to 28	
Dirty fine	22 to 24	
Dirty fine	20 to 22	
Dirty fine	18 to 20	
Dirty fine	16 to 18	
Dirty fine	14 to 16	
Dirty fine	12 to 14	
Dirty fine	10 to 12	
Dirty fine	8 to 10	
Dirty fine	6 to 8	
Dirty fine	4 to 6	
Dirty fine	2 to 4	
Dirty fine	1 to 2	
Dirty fine	1 to 2	
Dirty fine	1 to 2